

Nixon Orders More Trains in East Side Tube

Two-Minute Headway Scheduled During Morning and Evening Rush Hours Goes Into Effect Next Tuesday

Cars to Have More Heat

Complaints Move Commissioner to Take Action on Both "L" and Subway

The Interborough Rapid Transit Company has been ordered to increase its train service on the local branch of the East Side subway. On the recommendation of Deputy Commissioner Edward J. Glennon, Public Service Commissioner Lewis Nixon yesterday called upon the transit company to prepare a new schedule for the operation of these trains on a two-minute headway during the morning rush hour from 8 to 9 and in the evening from 5:10 to 6:20.

At the present time the rush hour local service, which is conducted on a twenty-five train an hour headway, is insufficient to meet the traffic demands. The greatest congestion, the investigations of the commission show, occurs at the Thirty-third Street station, where the normal traffic is being greatly swelled by the crowds of retail shoppers. It is almost impossible to board a train at this station during the evening rush period. The locals are so crowded with passengers from the Eighteenth, Twenty-third and Twenty-eighth streets stations that those on the Thirty-third Street station often have to let six or seven trains go by before they can squeeze their way in. It is expected that this congestion will be greatly relieved during the last two days of the Christmas shopping, for the new order becomes effective next Tuesday.

Several complaints about the lack of heat in the cars were received at the office of the commission yesterday. Acting on these, Commissioner Nixon warned the Interborough not to violate the law. As a result of this admonition, it was later reported that two points of heat had been turned on in the subways and three points in the elevated trains. The Public Service Commission also ordered the Long Island Railroad Company to heat its cars properly. Deputy Commissioner Alfred M. Barrett directed the officials to withdraw from winter service about seven summer cars which were not equipped with lining or heating apparatus.

Under the present conditions, it is the joint opinion of the Board of Health and the Public Service Commission that all monitor and static ventilators shall be kept open, but that windows in the cars

shall be closed. When the outside temperature rises to 32, and while the cars are in the tunnel, two windows shall be open in each subway car, one at each end, on opposite sides. With the outside temperature below 40, the temperature within the car must range from 40 to 65, and it is expected that the average temperature shall be at least 50.

At the resumption of the commission hearing in the matter of protests of the residents of Eighth Avenue, Brooklyn, against the municipal bus line, yesterday morning counsel for the commission introduced several chauffeurs as witnesses. They testified that they came from New Jersey and were operating in New York under temporary bus permits. Louis Reidel, manager of the Stewart Motor Company, who had been granted the first permit to provide sixty cars for the bus service, but failed to get the buses, told of his difficulties in getting the requisite numbers. Several residents of Eighth Avenue then took the stand and said that the operation of the buses along their street was a nuisance and a peril.

The hearing was adjourned until next Tuesday at 11 o'clock in the morning.

Doctors Testify Against Patient; Attacked by Court

Justice Guy Urges Association of Bar and Medical Societies to Act on "Flagrant Disregard of Ethics"

"Such an utter disregard of the ethics of the medical and legal professions cannot be passed by without the serious condemnation of this court."

Justice Guy thus wrote in a memorandum handed down yesterday in refusing to set aside a verdict for \$32,500 rendered in favor of Arthur Bauch, a moving picture operator, against Charles A. Schultz, secretary of the Brewers' Indemnity Company. Bauch was run over by an automobile owned by Schultz, and suffered injuries to his legs which he fears will be permanent.

Justice Guy said the case presented a question for the association of the bar and the medical societies. Referring to two physicians who had treated Bauch and then testified at the trial for Schultz, Justice Guy said:

"Each of these witnesses, after testifying to material facts learned by him in the treatment of the plaintiff, admitted upon cross-examination that he had been employed previously to the trial by the defendant to testify as a medical expert for hire at the trial."

"Such an utter disregard of the ethics of the medical and legal professions cannot be passed by without serious condemnation by this court. The relation of physician and patient is peculiarly confidential and is safeguarded by law in the interest of the patient by forbidding disclosures by physicians of material and necessary facts, the knowledge of which was gained in the treatment by the physician of his patient without an express waiver of the patient as provided in the statute."

Santa to Shower Costly Gifts on All This Year

Rich and Poor Call for More Expensive Presents From Toys to Silks, With Price Increases of From 50 to 150 Per Cent

New York's children, from the lower East Side urchins to those residing in apartments in Riverside Drive or Fifth Avenue homes, will receive better and more expensive Christmas gifts than they have in many years past. Apparently there will not be any larger number of gifts, but they will be of better quality. This is the information given out by New York's retail merchants, who are keeping a close watch on the trend of Christmas shopping.

From Fourteenth Street and lower Sixth Avenue, where these in search of the less expensive Christmas gifts do their shopping, on up to the Thirty-fourth Street center and into the high class retail emporiums lining Fifth Avenue, the story is the same.

"People are spending their money freely," say the merchants, "purchasing better goods than last year and showing no particular trend toward the strictly useful gifts." This is proved by the amount of business being done in the jewelry departments, where sales are running ahead of last year and all previous years in the number of articles sold and the amount of money paid for them.

Toys give as good an indication as any line that may be selected. The increase in the amount being spent for toys this year, say the merchants, is as much as 150 per cent ahead of last year. In no store is the increase below 50 per cent. Small and cheap toys are not selling well, but the larger and more costly kinds are moving rapidly.

This year marks the return of German toys to the American market. Some have been lying in the reserve stock rooms of the retailers since this country entered the war. Others were bought early this year from importers who either had made purchases since the signing of the armistice or received shipments purchased before the war. At any rate, the Teutonic toys, principally dolls, are here, but in much smaller quantities than four or five years ago. American toy-makers have made tremendous strides. At least a hundred constructive and educational American-made toys have made their appearance on the market this year and are being bought in preference to the old-fashioned kind, which were merely amusing.

For grown-ups the character of Christmas gifts now being bought has changed but little. Some merchants notice a slight trend toward a greater proportion of luxury buying, while others assert useful gifts and those of the purely luxury class are running side by side in normal amounts.

During the Christmas buying season this year the sales of women's outer garments appear to have fallen into a greater slump than usual. Other apparel for women, such as furs, waists, neckwear, underwear and hosiery, are

selling at about the usual holiday rate. The same is true of men's furnishings, such as gloves, neckwear, shirts, fancy hosiery, etc. This year men's underwear has been pushed into the class of gift goods, say several merchants. Despite the talk of a shortage of merchandise most of the stores figure that their stocks will hold out until the holiday shopping is over. In some classes of knit goods, particularly sweaters and knitted silk underwear, there is a shortage, according to the retailers, with no opportunity of filling in stocks in time for the Christmas trade.

Fourteenth street merchants have been compelled to put in stocks of higher grade goods to satisfy their trade. One store which formerly considered \$4 as its maximum price for a man's shirt has increased its price limit to \$15 in response to popular demand. In former years this store carried toys that rarely exceeded \$10 in price. Now they run as high as \$50.

Various explanations for the large Christmas business in the face of prices that average from 25 to 50 per cent more than they did last year, are offered by the merchants. All of them agree that the working people have more money to spend and are spending it freely.

Silting stores are practically the only class of retail shops that are not profiting by an enlarged holiday trade. A prominent Thirty-fourth Street retailer said this year the season is duller than usual. Formerly he sold a great quantity of boudoir slippers, house slippers, knitted footwear, etc., during the Christmas season. "Either the people have stopped giving these things or else this trade has gone to the department stores," he said. Another shoe retailer advanced the opinion that such things are now considered necessities instead of luxuries. Persons knowing that friends possess these articles hesitate to give them as Christmas presents.

The stores have made the selection of gifts much easier for the shopper. In most of them special gift goods have been assembled in sections. One store has arranged a series of gift sections, where the merchandise is classified according to price.

The merchandise bond or order for merchandise whereby the recipient may select his own present is being used by a greater number of stores this year, but this business, say the merchants, amounts to a small proportion of the total. Its chief drawback is the fact that it states the amount of money paid for it. People dislike to make known the value of the presents they give.

With good cold weather from now until next Wednesday evening, say the merchants, Christmas, 1919, will go down into history as a banner holiday season in retail circles.

Craig Submits New Project For West Side

Proposes New York Central Railroad Tracks on 12th Avenue Be Elevated and City Bear the Expense

Suggests 5 New Piers, Too

Would Be Two Stories High and Connected With Rail Route to Aid Traffic

Comptroller Charles L. Craig proposed a new West Side improvement plan yesterday. Like its predecessors, it came out of a clear sky, accompanied by elaborate drawings and blue prints. The Comptroller announced that the matter would be brought up at today's meeting of the Board of Estimate. The proposed improvement would provide for an elevated roadway over the New York Central tracks on Twelfth Avenue, from Fifty-seventh to Seventy-ninth street, with spurs across the railroad company's freight yards connecting with the second stories of the numerous piers on the Hudson River now erected or contemplated.

The city, the Comptroller proposes,

shall bear the expense. Just what that is likely to be was not made known. When the Comptroller made public his second West Side improvement plan a year ago, which contemplated the erection of numerous warehouses and a freight subway from Fifty-ninth Street, he made no mention of its possible cost. It was estimated that it would cost about \$500,000,000.

Comptroller Craig said that the object of his latest West Side improvement was three-fold: to relieve traffic congestion; to give access to the second story of Hudson River piers, and to open several street ends between Fifty-ninth Street and Seventy-ninth Street, so that vehicles can reach the piers.

"The construction of the elevated thoroughfare from Fifty-seventh Street to Seventy-ninth Street," said Comptroller Craig, "and the replacing of five one-story old-fashioned piers between Fifty-ninth Street and Seventy-ninth Street with longer, modern, two-story structures, will facilitate the solution of the West Side track problem when the private owners resume possession of the railroads and can plan improvements."

The piers are owned by the New York Central Railroad, and all of the street ends in the territory included in the proposed improvement are now occupied by the company. "There can be no doubt of the city's right to reenter into possession of Twelfth Avenue for the purposes of traffic," said the Comptroller. "Title to the avenue and to the cross streets which end at the Hudson River bulkhead line has always remained vested in the city."

"The act of 1887 closed the street ends as well as Twelfth Avenue and authorized the railroad company to build a parapet wall east of its tracks. This law is unconstitutional. It appeared to the city authorities at the time too sweeping and they agreed to

accept the law only after the company bound itself in writing to repay what ever sums the city had expended for the street ends, together with interest from the time of payment therefor, and to reopen the streets, or Twelfth Avenue itself, when necessary. The company never reimbursed the city, although it has occupied twenty acres for which it has paid no rent and upon which the city can levy no taxes.

On November 15 of last year Comptroller Craig, in a communication to the Board of Estimate, submitted even more elaborate plans for a West Side improvement, including a six-track freight subway from North Moore Street, about a quarter of a mile from City Hall, to Fifty-ninth Street. This was to be dotted all along the line with ten-story storage warehouses whose basements would be on a level with the railroad tracks.

Parson Who Takes Job As Hatter Must Strike

Union Men Remind Preacher Who Found Income Too Small to Seek Living Wages

SPECIAL CORRESPONDENCE
BEACON, N. Y., Dec. 18.—The Beacon Hatters' Union wants the Rev. Howard J. Kingston, of this place, to give up the job he recently took in the Carroll hat shop because he found his church salary of \$1,000 a year inadequate. The union has sent the preacher a letter reminding him that a strike is on at the hat shop, asserting that the strike was the only means the union hatters had of insisting on a living wage and appealing to him "to refrain further from lending aid to those who would deny the workers fair working conditions."

"The yearly earnings of the men and

was needed in the hat trade in this city," the union writes, "do not amount to \$1,000 a year and they have rents to pay which is an important item in their living expenses. We cheerfully concede a minister should receive more than you receive from your church, and sympathize with you in that you desire to increase your income, but you are doing so at the expense of those who are, like yourself, the victims of an inadequate wage."



NAME

THERE are a few names which stand out even in the brilliance of Fifth Avenue shops. Ovington's is such a name—renowned for charm and good taste, and with a jealously guarded reputation for fine wares at reasonable prices.

OVINGTON'S
"The Gift Shop of Fifth Avenue"
314 Fifth Ave., near 32d St.

ULSTERS

Warm Wind-Proof, Cold-Proof and Storm-Proof Coats

Big, roomy, weather-proof coats that will wrap you in warmth from your ears to your ankles; with wide, friendly collars to turn up and shield sensitive ears and tingling faces; deep, comfortable pockets in which to shelter benumbed hands, and sturdy, wooly fabrics to protect you from the biting, icy winds of Winter's coldest days, when the mercury seems to be trying to do a nose-dive through the bottom of the thermometer.

Kuppenheimer and Brill
Ulsters in endless assortment, incomparably tailored and superbly styled to look as good as they feel.

FROM

\$40 to \$165

Buy Him a Brill Gift Certificate and Let Him Choose Anything He Likes.

Brill Brothers

279 Broadway
44 East 14th St.

Broadway, at 49th St.
1456 B'way, at 42d St.

125th St., at 3d Ave.
47 Cortlandt Street

2 Flatbush Ave.,
Brooklyn

ASK FOR THE NEW KUPPENHEIMER WINTER STYLE BOOK.



The "WELLESLEY"
Sturdy, flexible sole, 1 1/2 in. Cuban heel. Cap toe. In quality, style and value illustrating the remarkable advantages of keeping in touch with your Regal Shoe Store.

The Regal
"WELLESLEY"
in Black Calf and Russet
\$8.75

What with the cost of good shoe leather, going higher every day, such a shoe as the "Wellesley," to be had only in your Regal Shoe Store, may well have the attention of thoughtful women.

The "Wellesley" is of the soundest leathers; Regal shoemaking that stands up through continued service; and style that is worthy to compare with the best that is being shown today.

The selling price of \$8.75 emphasizes beyond anything else these days the leather buying power of Regal.

Twenty other styles of exceptional values (though all sizes are not in stock) will be included at the same price as the "Wellesley" \$8.75

The REGAL SHOE STORES

NEW YORK
Broadway No. 177
at 10th St.
at 27th St.
at 37th St.
at 54th St.

114th St. and 1st Ave.
St. Nicholas Ave.
and 181 St.
144th St. and 3rd Ave.
4th Ave and 21st St.

114th St. and 7th Ave.
32nd Third Ave.
991-993 So. Broadway
40 West 54th St.
(Women's Shoe Building)

BROOKLYN
1049 Broadway
1376 Broadway
387 Fulton Street
465 11th Ave.
168 Newark Ave.

REGAL SHOES Exclusively
for MEN, WOMEN, and CHILDREN